

MUNICIPAL CODE PARKING REGULATIONS

Item 7b: Conduct Study Session and Provide Direction Regarding Draft Ordinance with amendments to San Bruno Municipal Code Title 12 (Land Use) Article III (Zoning) to amend and replace Chapter 12.100 (Off-Street Parking and Loading), amend Chapters 12.92, 12.96 and 12.200, and Parking Design Standards Resolution

City Council

January 28, 2020

Darcy Smith,
Community and Economic Development Director



Staff and Consultant Team

- Darcy Smith, Community and Economic Development Director
- Pamela Wu, Planning and Housing Manager
- Kelly Beggs, Contract Senior Planner, Good City Company
- Aaron Aknin, Principal, Good City Company
- Jason Moody, Managing Principal, Economic & Planning Systems

Objective

- Receive update and provide direction to staff regarding the Draft Parking Ordinance and Parking Design Standards Resolution
- Key objectives of the Ordinance and Resolution:
 - Revised Transit Corridors Plan parking standards
 - Strategies to increase off-street private parking stalls in neighborhoods
 - Downtown Parking Management strategies including funding for a downtown parking garage
 - Downtown economic revitalization

Agenda

- I. Background
- II. Ordinance Overview
- III. Resolution Overview
- IV. Next Steps and Tonight's Action
- V. Questions

Background

Parking Regulations Background

- No comprehensive code update in decades
- Parking is major policy priority of the City
- Major items missing from current code:
 - Modern land use categories
 - Motorcycle, scooter, and bicycle parking requirements
 - Parking lot landscape requirements
 - In-lieu fee to fund downtown parking garage
 - Transportation Demand Management requirements
- Implementation of parking policies included in the City Council-adopted planning documents to be implemented

Ordinance Goals

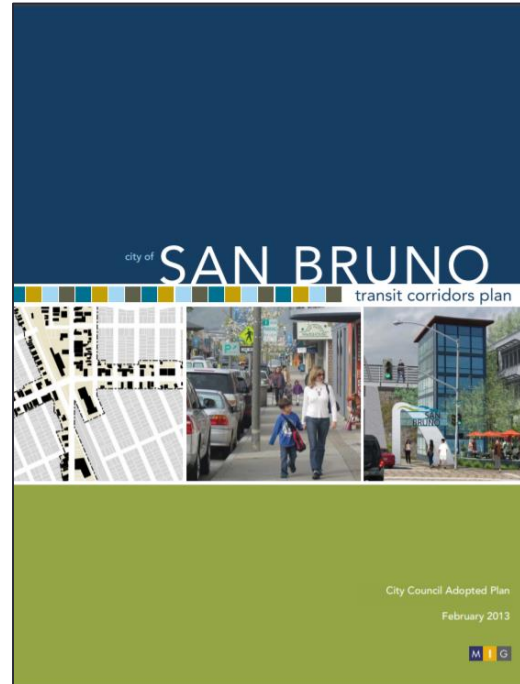
- **Implement City Council Direction for Updated Parking Standards**
- **Implement Strategies Presented at January 23, 2019 Community Town Hall on Parking Issues**
 - Regulations to Increase Off-Street Residential Parking Supply
- **Implement City Council Adopted Plans**
 - General Plan and Specific Plans
 - Downtown Parking Management Plan
- **Implement Housing Element**
 - Deadline of April 2016
 - City at risk of Housing Element de-certification
- **Ensure consistency with State Law**
 - Residential requirements conform to state law where applicable

General Plan, TCP, Housing Element Implementation

San Bruno General Plan



ADOPTED MARCH 24, 2009



City Council Adopted Plan
February 2013



San Bruno Housing Element 2015-2023



Adopted
April 14, 2015

Planning Commission Review December 17th

- Reviewed the draft Ordinance and Parking Design Standards Resolution
- 5-0 vote to recommend City Council approval
- Three major substantive topics discussed:
 - Unbundling parking
 - Tandem parking for customers
 - Maximizing in-lieu fee

Ordinance Overview

Ordinance Overview

The Ordinance would apply to:

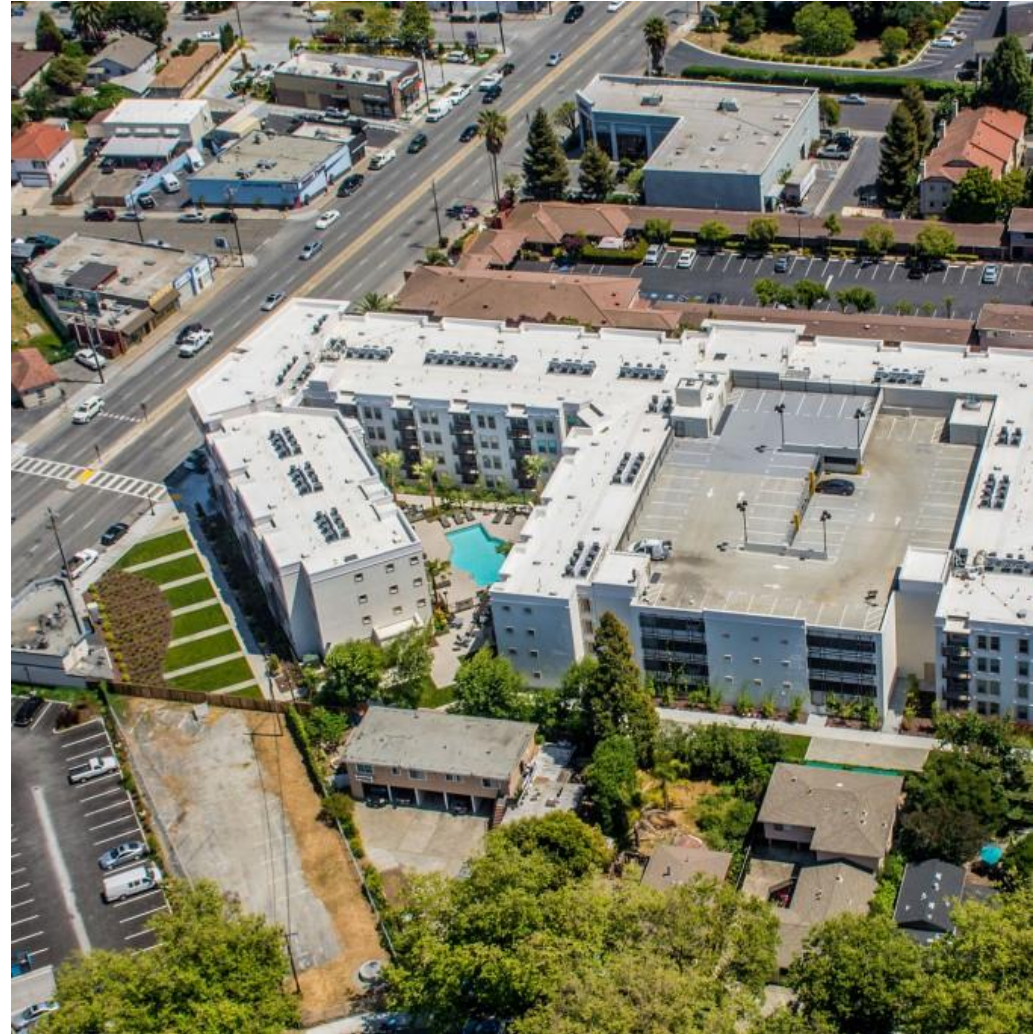
- Brand new construction (for example, a new single-family residence or commercial building)
- Enlargements of existing buildings and land uses (for example, an addition to an existing retail building)
- Changes of land use occupying existing buildings (for example, a change in the use from retail to restaurant)

Ordinance will amend and replace Municipal Code Chapter 12.100 (Off-Street Parking and Loading) and amend Chapters 12.92, 12.96, and 12.200 of the Municipal Code

Key Features of the Ordinance

The Ordinance includes:

- Modernized and simplified off-street vehicle parking and loading requirements
- New motorcycle/scooter/bicycle parking requirements
- New landscaping requirements
- Transportation Demand Management (TDM) and Parking Management Plan requirements

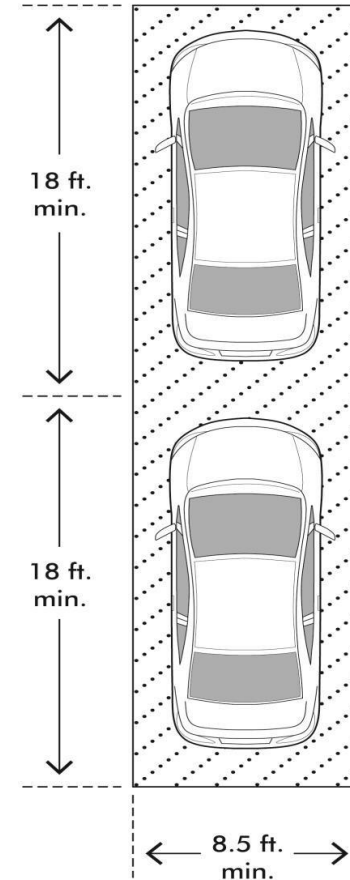


Ordinance Main Objectives

- Resident and Small Business-supportive
- Single-family Residential Off-street Parking Strategies
- Economic Revitalization
 - Small Downtown Business Exemptions
 - Parking In-lieu Fee
- Implement General Plan, Specific Plans, and Housing Element Policies

Resident- and Business-Supportive Features

- Streamlined Organization
- Single Family Off-street Parking Supply
- Specific Plan Area Provisions
- Small Business Exemption
- Flexible Parking Configurations



Tandem Parking Illustration

Required Off-Street Parking: Residential

USE CATEGORY	LAND USES	REQUIRED PARKING SPACES
General Residential	Multi-Family Residential Units (Rental or Condominiums)	<p>Studio and 1-bedroom units: <u>1 parking space per unit</u></p> <p>2 or more-bedroom units: <u>2 parking spaces per unit</u></p> <p>Guest parking: 1 space per 10 units</p>
	Single-Family Homes, Duplexes, and Triplexes	<u>2 covered parking spaces per unit</u>

Required Off-Street Parking: Nonresidential

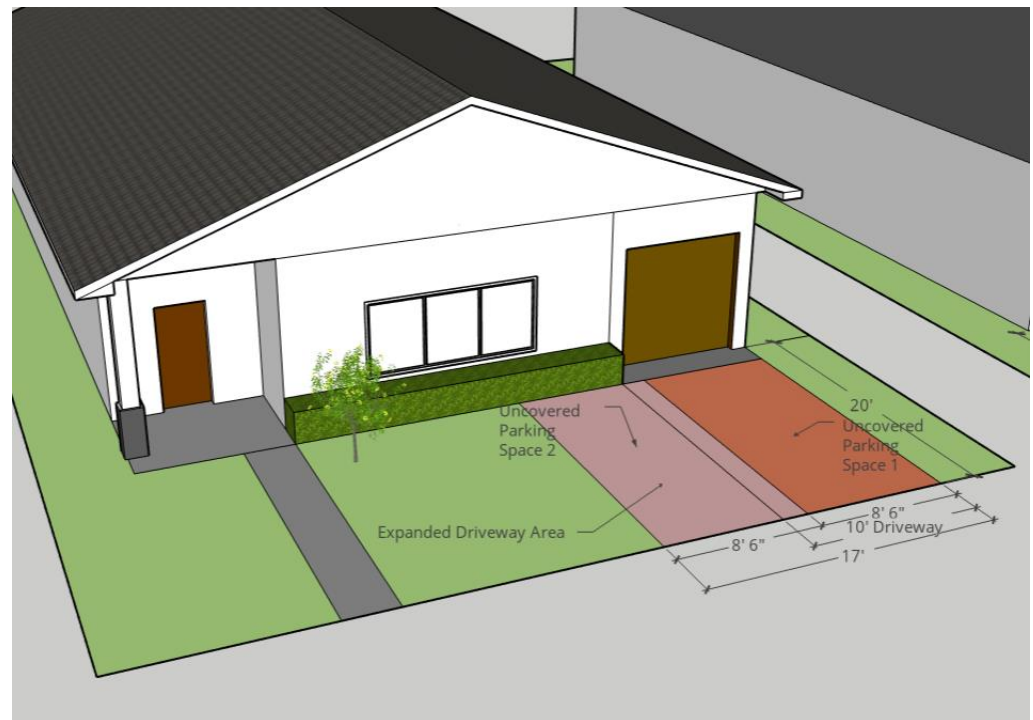
(Major Land Uses)

USE CATEGORY	LAND USES	REQUIRED PARKING SPACES
General Retail	Retail Sales and Services, Gas and Service Stations, Adult Businesses, Pawn Shops, Smoke Shops, Check Cashing Establishment	1 space per 300 square feet of floor area
Eating and Drinking	Bars, Nightclubs, and Lounges; Restaurants, Cafés, and Drive-Through Facilities	1 space per 100 square feet of public floor area
Entertainment and Services	Health and Exercise Clubs, Commercial Recreation and Entertainment, Personal Services, Massage Establishments, and Business Services	1 space per 250 square feet of floor area
Office	Medical Offices, Government Offices, Social Services and Charitable Institutions, Professional Office	1 space per 300 square feet of floor area
Vehicle Related	Vehicle Sales and Rental	1 space per 600 square feet of show room floor area
	Vehicle Repair and Maintenance, Vehicle Service Stations	1 space per 500 square feet of floor area

Residential Off-Street Parking Supply Strategies

These strategies aim to increase the amount of usable off-street private parking stalls in high impact parking zones, as designated by City Council:

- Front Setback Reduction
- Garage Depth Reduction
- Uncovered Side Yard Parking
- Uncovered Front Yard Parking (angled or 90 degree)



Residential Off-Street Parking Strategy Examples



Widened driveway



Widened driveway, no
increase in curb cut



Recessed Garage Door



Recessed Garage Door

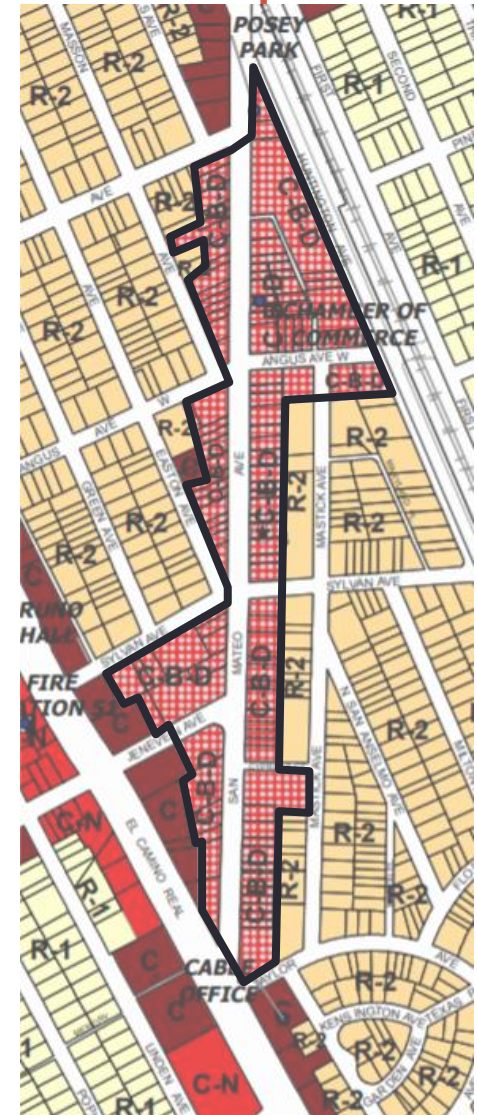
Economic Revitalization

- Central Business District – Small Business Exemptions
- Parking In-lieu Fee



Central Business District – Small Business Exemption

- Applies to buildings built prior to 2005 in the Central Business District (CBD)
 - Parking Assessment District: CBD parking assessment district existed from 1980's - mid-2000's to fund and maintain surface parking lots
- In-lieu Fee Exemption: first 2,500 sf of changes of use in the CBD exempt from in-lieu fee
- Change of Use Exemption: no additional off-street parking required for first 2,500 sf of any change of use to a more intensive use



Parking In-Lieu Fee Background

- Implementation of Downtown Parking Management Plan to Fund Future Parking Structure
- Major investment: a 370-space garage would cost approx. \$22 million
- Recommended funding mechanisms include in-lieu fees imposed on new development in place of constructing required parking
- Garage would require additional feasibility, financial, and engineering analysis



City of Alameda – Civic Center Parking Structure



City of San Mateo– Main Street Parking Structure

Parking In-lieu Fee Basics

- Applies to nonresidential land uses located in Specific Plan Areas
- Property owners can pay a fee in-lieu of providing off-street parking for **up to 30%** of required parking spaces
- Fee amount to be set by City Council Resolution

Example:

- Mixed-use building with 45 residential units and 5,000 sf ground-floor retail in the TCP Area
- Cannot use fee for residential units
- For 17 total required parking spaces associated with retail use, could pay fee for 5 parking spaces and provide 12 parking spaces for retail on site

*City of South San Francisco-
Miller Ave Parking Structure*



In-Lieu Fee Amount Recommendation

TCP and Crossings Specific Plan Areas

- Staff Recommends a Sliding Scale for TCP and Navy Specific Plan Areas
- Benefits of Sliding Scale:
 - Facilitates resolution of small parking deficits
 - Disincentivizes resolution of large parking deficits through in-lieu fee

TCP and Navy Specific Plan Areas

In-Lieu Fee Spaces	Fee (per space)
1-5 Spaces	\$2,500
6-10 Spaces	\$5,000
More than 10 Spaces	\$10,000

Bayhill Specific Plan Area

- Uniform fee per space due to higher land values and higher cost of underground parking

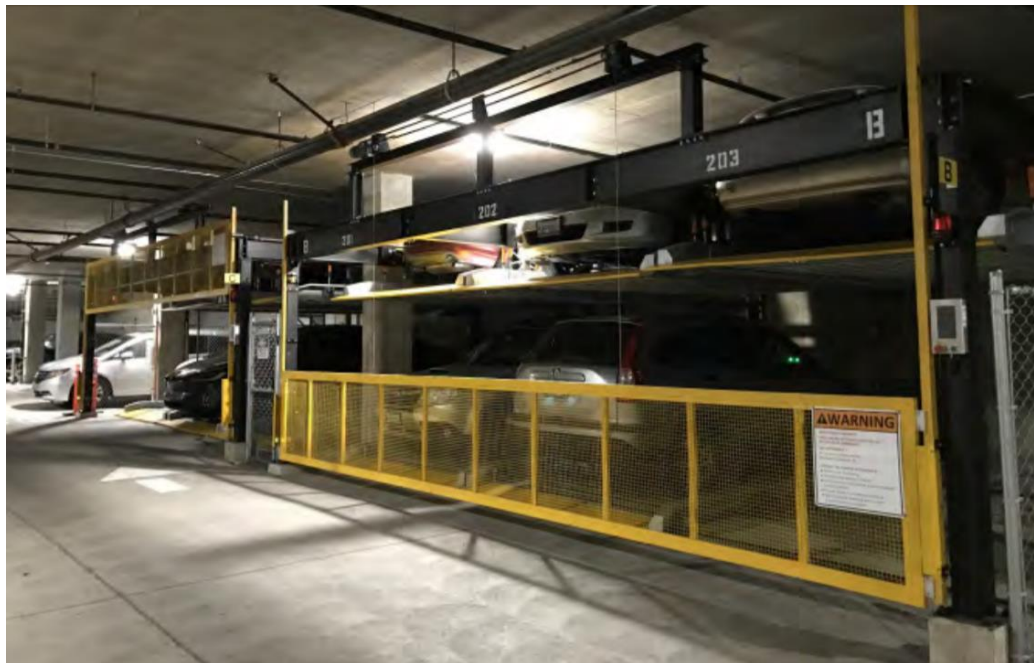
Bayhill Specific Plan Area

\$60,000 per space

Resolution Overview

Resolution – Key Features

- Required dimensions for parking spaces, driveways and aisles
- Design standards for lighting, surfacing, striping, and screening
- Mechanical and automated parking standards



Mechanical Parking Example

Tonight's Action

- Receive update and provide direction to staff regarding Draft Parking Ordinance and Parking Design Standards Resolution

Next Steps

- City Council to hold a public hearing to formally introduce and take action on the Ordinance and the Resolution
- Goal for adoption by the City Council in early 2020 to ensure the City can report that this has been completed in the annual Housing Element progress report

QUESTIONS?

